

Railroad Topics

Engine No. 810 is in the shops for repairs.

Engineer Brown is laying off nursing an injured foot.

Oil burner No. 508 and coal burner No. 681 were sent out west yesterday after being repaired.

It is stated that the Rock Island is laying 80-pound steel between Herington and Liberal, Kan.

Superintendent J. F. McNally of the Rio Grande division, was in the city a few hours yesterday.

J. V. Keya, superintendent of construction for the Santa Fe on the cut-off at Helen, was in the city yesterday.

Conductor A. P. Gatchell, who has been laid up with rheumatism for some time, left Las Vegas for Trinidad on a short business trip.

L. H. Dickerson, who succeeded W. H. Matson as traveling passenger agent on the Santa Fe coast lines, was in the city over Sunday and accompanied the trains carrying the Presbyterian clergymen to Los Angeles.

L. M. Garin, of Topeka, the Santa Fe electrician, who installed the light plant of the local shops about a year ago, was in the city between trains yesterday while returning to his headquarters from an official trip to San Bernardino.

S. D. Hendy, one of the well known conductors on the Santa Fe Pacific, has returned to the city from his vacation in southern California, and today took out No. 3, the California limited. During his absence J. C. Pingley officiated as extra conductor.

The El Paso & Northeastern has completed arrangements to build at Santa Rosa and between Santa Rosa and Alamogordo, 30,000 feet of new track and switches. This will be done to afford storage room for the coal and coke which is being received from the Dawson branch at the rate of 20 cars of coke and 35 cars of coal daily.

Engineer Geo. Norman, while on his engine at Las Vegas waiting to take No. 2 out Monday, was suddenly seized with cramps in the stomach which were so severe that he was incapacitated for duty and had to be relieved. He was conveyed to Superintendent Masley's private car, which was attached to the train and taken to his home in Raton.

The El Paso News says: The Biabee Railway company is said to have offered to buy the Santa Fe railway branch that runs from Deming to Hanover, Santa Rita and Silver City, and, as the offer was declined, arranged to construct its line to the camps. There may be no truth in the statement, but as the Biabee builds in order to haul ore for its owners and they have large property in the Grant county copper field, the report may have foundation.

PAN-AMERICAN RAILROAD.

James G. Blaine's Lifelong Project Is Taking Tangible Form.

Papers for the incorporation of the Great Central Railroad company have been forwarded to the secretary of state of Maine. The project is to build from the head of navigation on the Coco river, Nicaragua, to connect with the National railway of Managua, while a main line will be built through Honduras into Salvador. The capital stock is \$10,000,000.

Possibly before the close of this year definite form may be given to the lifelong project of James G. Blaine to build a Pan-American road by which trains will run from New York to Buenos Ayres.

Andrew Carnegie and other millionaires are known to be interested in the project, which has been declared feasible but costly.

Financiers who weigh the cost and returns have expressed the opinion that it would be a paying investment, even though more than the \$200,000,000 estimated as needed to build the road are required.

It is estimated that the distance from New York to Buenos Ayres is nearly 11,000 miles. Of this over 5,000 miles remains to be constructed.

Of the 5,000 miles to be constructed much of it will have to be built over the highest mountains in the world, and almost insuperable obstacles in the way of water for the engines, grades and safety of passengers will have to be overcome.

Engineers and experienced railway men say that it will be nearly eleven years before it could be finished, but maintain that it can be done.

It is estimated that when the road is finished it will take over two weeks' steady traveling day and night to make the trip, but will bring the tourist in the shadow of the antarctic circle.

In 1890, when the project was taken up by James G. Blaine, the United States government appropriated nearly \$400,000 for surveys of the proposed route, but further action was not taken because of the death of Mr. Blaine.

Charles M. Pepper has been appointed special commissioner to South America to investigate the feasibility of the project from a political standpoint. His expenses will be defrayed by Mr. Carnegie.

Students of commerce are of the opinion that the revenue derived from the commercial exchanges with the South American countries by this system would more than pay the interest on the investment and advise that the project be backed by the government.

The latest information from the railway building camps on the Santa Fe Central railway is as follows: Nine miles of the grade of the Albuquerque Eastern railway, west of Moriarty Junction, have been completed. The

track on the Santa Fe Central railway from Torrance north, up to noon yesterday has been constructed thirty-four miles. From Kennedy south, track laying at the rate of one-half mile per day is progressing in a satisfactory manner. There is a scarcity of men and more are needed. The authorities of the Santa Fe Central railway would employ 200 additional men at once could their services be obtained.

BENEFITS THE SANTA FE.

New Wharf Being Built for Big Ships at San Francisco.

Port Costa is to have a rival as a grain shipping center, says a dispatch from San Francisco. The contract for the first wharf to be built was signed, the price being \$30,000. Behind the scheme is the Richmond belt railroad company.

The wharf contracted for is to be built at San Pablo point.

Malabar point is located to the south of San Pablo, and between the two points are to be erected warehouses for the storing of grain. It is estimated that at least \$1,000,000 will be expended on work before the company will be ready to begin operations.

Both the Southern Pacific and the Santa Fe roads have spur track extending to within a short distance of San Pablo point. The waters there are deep enough to float any vessel that enters this harbor.

A dispatch from Melbourne, Victoria, says: Premier Irvine announced in the legislative assembly that he had received a letter from the officials of the Engine Drivers' association declaring the strike off and submitting unconditionally. The president of the Engine Drivers' association, in an interview, said the surrender was due to the drastic nature of the strike bill, which was sure of adoption.

CAN'T SERVE TWO MASTERS.

Trades Unionism Considered Disloyal by the Australian Government.

In view of the complete victory of the government over the strikers, the following from the Railway Age on the Australian situation is of interest:

"Government railway ownership is again shown to be no panacea against labor troubles by the strike of locomotive engineers in the Australian state of Victoria. As in Holland, where the recent strike proved a failure, the government takes the stand that the employees of state railways are public servants and must not be subject to any authority which may require them to be disloyal. The Victorian engineers having affiliated themselves with the trades hall, the center of trades unionism in the colony, the government notified them to withdraw, for the reason that in case of a strike in other trades the affiliated railway men would be obliged to strike in sympathy. The government does not appear to have objected to the existing association of railway engineers, and the men seem to have had no complaint as to wages or other conditions, but they struck on May 8 rather than relinquish their alliance with trades unionism generally. The railway system of Victoria, all owned by the government, represents over 3,200 miles of lines, having about 11,000 employees. The strike seems to have succeeded at first, so far as to stop traffic throughout the colony and to throw thousands of workmen besides the railway men into idleness, but the destruction of business is now stated to be turning public sympathy from the strikers, and some acts of violence, such as the derailing of locomotives, are naturally weakening the movement. The premier suggests the real principle at issue by saying at a public reception that 'come what would, the community would never allow the control of its property to pass into the hands of a section of the people.' Government ownership and government itself would certainly be a failure if it was dominated by any sectional organization, either of labor or capital. The principle now under contention in Victoria is at stake in all the seven colonies of Australia, with their 15,000 miles of railway, and the result of the struggle will be awaited with interest in all other lands as well."

SANTA ROSA THE CENTER.

Santa Fe Surveyors at Work on the New Cut-Off.

"A corps of Santa Fe surveyors arrived in Santa Rosa last week," says the Santa Rosa Sun. "They have struck camp, and are already doing the preliminary work to complete a survey for the long-talked-about cut-off. The survey will be made from Santa Rosa as nearly on a straight line as the topography of the country will permit to Liberal, Kan., to connect at that point with the survey already made to Dodge City. It is said by those in a position to know, that the surveyed line from Abo Pass to a connection with the Pecos Valley road, has been abandoned. It will be remembered that that survey crossed the Santa Fe & Northeastern at Llano. A more recent survey from Abo Pass has been made down the Pintada canyon

to Santa Rosa, and will cross the river on the new bridge just north of the Rock Island & El Paso here. This is official. It is too bad for the prospects of Tucuman that this important railroad improvement will miss that town by more than a score of miles, but then they have the Choctaw, now building into their town, and it is well for them to get out of that all the comforts they can, for after it is built, the Choctaw trains will be made up at Santa Rosa, running in connection with the El Paso & Northeastern to avoid a second change of passengers and freight. This arrangement has already been entered into by the officials of the two companies."

BECAME ABUSIVE.

A Santa Fe Fireman Gets Landed in Jail.

Dan Leary, a Santa Fe fireman, made rough house at Golden Smith & Son's store yesterday afternoon and now languishes in the city jail in consequence. He went into the store and told one of the clerks he wished to purchase a suit of clothes. Leary became very abusive and used large chunks of profane language. When Alderman Golden Smith remonstrated with him he became worse and a police call was sent in. Officers Bowden and Young responded and after a desperate scrap succeeded in landing him in jail. The prisoner fought the two officers all the way to the jail. Trinidad Chronicle.

Reflections of a Bachelor. Cupid is not so blind as those who can not dodge his shots.

Some women would rather be divorced than never to be married.

The funny, fluffy things that a woman calls clothes a man calls mysteries.

Even if a man knew the names of all the queer things women wear it would not help him to understand why they do.

Whatever happens to be the good point of a woman's figure it is around that spot that she dresses the rest of herself.—New York Press.

SANTA FE WRECK.

Two Pullman Sleepers Hurled from the Track.

Monday morning between 1 and 2 o'clock the Santa Fe passenger train No. 1 was wrecked at Coolidge, Kansas, and many passengers had narrow escapes from death or injury.

The train was behind time and was going at a sixty mile an hour clip, and when going through the yards at Coolidge two of the Pullman sleepers climbed the rails at a frog and were turned over on their sides, the passengers being unceremoniously dumped out of their berths and bumped around the cars. The train was finally stopped and the Pullman passengers were placed in the chair car until they arrived in Trinidad, where they disembarked and waited for No. 7, which had been provided with an extra coach.

The passengers were badly shaken up and frightened, but none of them were injured to amount to anything. It was a most fortunate escape for all of them.

Accident on the Canyon Trail.

On Saturday morning of last week, at the head of Bright Angel trail, Grand Canyon, Ralph, son of Mr. and Mrs. E. E. Ellinwood, was kicked in the head by a mule. A number of tourists were going down in the canyon and one of the mules became unmanageable. The tourist asked the boy to hold the mule, which he attempted to do, but with almost fatal result. The boy was kicked above the eye and for a time it was thought the result would be fatal. The frontal bone was broken and the nose injured. A doctor was among the tourists and he attended to the injuries and the lad was taken to the hospital of Dr. Melick for treatment, where he now is and is recovering rapidly. Mrs. Ellinwood was on her way to visit her mother at Rock Creek, Ohio, when the accident occurred, and Mr. Ellinwood was in Prescott, but obtained a special train to carry him from Ash Fork to Williams. They will resume their journey in a few days.—Flagstaff Sun.

A Nervy Brakeman.

Sam Goodall, a brakeman on the short run between Winslow and Flagstaff, was the victim of a distressing accident, says the Mail.

Cars were being placed on the coal chutes at Winona, and Mr. Goodall in coming down off the cars caught hold of the rod across the end of the car. The rod pulled out and he was thrown over his left leg below the knee, pulling his foot off at the ankle.

He showed remarkable nerve after being injured. He told his comrades to put up a ladder and he would come down. They did so, and he descended the ladder.

On the way to town not a whimper escaped him, although he was suffering intense pain. When placed on the operating table he did not want to take an opiate and joked with those around him. He finally was put under the influence of ether and his leg was amputated five inches below the knee. Dr. Brown, the company physician, and Dr. Hathaway performed the operation.

The injured man was resting easy today and will be sent to the hospital at Los Angeles in a day or two.

Mr. Goodall is a member of the Brotherhood of Railway Trainmen and the Masons. He is well thought of by his associates.

E. McCreary, auditor for the Harvey news service, was a passenger east last night.

MADE A SCAPEGOAT.

Remarkable Story of the Silver City Banker Told by Man Who Knows.

FRIENDS LOYAL TO GRAYSON.

From New York Sun.

John Brown, 55 William street, New York, or Charles F. Grayson, of Silver City, N. M., or Moody Merrill, of Boston, arrested at Seventy-second street and Riverside Drive on Wednesday by Detective Sergeant Woolbridge on the charge of embezzling \$19,000 some ten years ago from Sarah Cohen, of Boston, will be arraigned in the Center street police court this afternoon at 2 o'clock. It may be that some of the old man's history may then become a court record. Until then, his lawyers, Wentworth, Lowenstein & Stern, of 346 Broadway, refuse to make any statement regarding their client, and none of his friends in town—he appears to have many of standing and wealth in the financial district—will say much about him. This all-around reticence is the result of a request made by the prisoner himself. To his lawyers and to some of his oldest New York friends he said yesterday morning:

"I have been arrested on a serious charge, which must be tried in court. I do not wish to shirk responsibility or avoid punishment for any wrong act of mine which I have not righted. I wish to affirm or deny nothing. I am down as plain John Brown, 55 William street, New York. Let me remain as such for the present."

His attorneys said they would be glad to make an extended statement about their client, had he not bid them to keep silent. But a man who knows said:

"When John Brown, 55 William street, New York, was taken into custody, the New York police arrested one of the biggest financiers of New Mexico. Down in that country 'John Brown' is Charles F. Grayson, president of the Silver City National bank.

The bank has a capital of \$50,000, a surplus of \$45,000 and deposits aggregating \$225,000. Its New York correspondent is the Hanover National bank, and it has correspondents in St. Louis and Kansas City. It is one of the strongest banks in New Mexico, and Mr. Grayson has been its president for more than ten years. And I want to say, although I have no authority for so doing, that I believe, should there be a run on the Silver City National bank as a result of the arrest of John Brown, the Hanover National bank will stand behind the New Mexico institution until the run is over. The Hanover people will do this, I believe, solely because of their confidence in President Grayson.

In the past Mr. Grayson has handled very nearly \$15,000,000 for various banks and bankers in New York, and every cent has been scrupulously accounted for. "This may seem no extraordinary thing to the average New York banker, but I mention it because this man for the time being, is held up as a 'crook.' If he were naturally dishonest he could, in the country in which he has been living for so many years, have got away with a good part of the millions he has handled for New York accounts and the New Yorkers could have whistled for their money."

"But what is, perhaps, more interesting than anything else is the fact that Charles F. Grayson, the New Mexico banker, has never tried to conceal the fact from his friends in New York and elsewhere that he is, in reality, Moody Merrill, lawyer and financier of Boston. I don't mean to say that he has worn placards announcing the fact, but I have reason to believe that people in New York and in Boston knew that Grayson and Merrill were one and the same."

"I don't know that Grayson would thank me for telling the story, but now that he is under arrest, I can see no harm in telling of the incubus under which this man has lived and worked and righted wrongs done to others many years ago. As Moody Merrill, Grayson was a bigger man in Boston than he is today in New Mexico."

"Property was entrusted to him and money given to him to invest. One day it came out that a large part of these trust funds had been dissipated. Merrill was accused and he never lifted his finger to clear himself of the charge. He fled from the city, which of itself was a confession of guilt. Moody Merrill, lawyer, financier, street railway magnate and once candidate for mayor of Boston, was branded as a felon."

"From that day to this he has never put in a defense, and I believe he will put in none now, even to save himself from state prison. Some of his friends, however, know the story behind Moody Merrill's alleged default. The man had a relative who was very dear to him and whom he trusted. That relative made a mistake and in trying to get on the straight road again, helped himself to some of the money and property entrusted to Merrill. In trying to spare the first theft, more of the money was 'borrowed,' and thereafter it was the old story."

"When Merrill understood the situation he said, to all intents and purposes, 'I did it,' and fled. Since then he has settled with the creditors as he could, and I am told he has settled every one of the claims against him, including the one for \$10,000 on which he was arrested here. The money,

as the story has been told to me, was sent to a representative of Sarah Cohen. If the woman didn't get it, it is not Merrill's fault."

"Merrill long regretted that he ever assumed the name of Grayson and often he has said it was a great mistake. But he wanted to begin all over again when he went to New Mexico and he did what then seemed to be best. However great the mistake may have been, Charles F. Grayson has prospered in his new home and he is highly esteemed there. The men and the banks he has done business with in New Mexico have no fault to find with him. If he cannot establish that he has discharged his indebtedness to Sarah Cohen, I believe he will take his medicine, whatever it may be, and the relative he has protected from the beginning will be protected to the end."

What the Charges Are.

Boston.—District Attorney Stevens says that he will prosecute Moody Merrill on an indictment containing thirteen counts, nine counts for embezzlement and four for larceny. All relate to four transactions involving about \$19,000. The loss was sustained by Sarah Cohen.

The first count relates to a check for \$13,000, the allegation being that on October 23, 1890, the defendant, in breach of confidence, embezzled it. Two other counts for embezzlement and one for larceny spring from the same cause. The amount was given to Mr. Merrill for investment.

The second transaction, forming the basis for the next three counts, two for embezzlement and one for larceny, is in regard to \$4,000 which it is alleged the defendant took on December 3, 1892.

The money was given to him to hold subject to the order of Mrs. Cohen. It is alleged that on March 20, 1893, he took \$1,500, the transaction being the subject of three counts, two of which are for embezzlement and one for larceny. On January 23, 1893, according to three counts of similar character and description as the others, he took \$500. The indictment was found in May, 1896, and in November of that year it was put on file pending his arrest.

Today there is a report that during almost all the years since Merrill went away, and especially since he began prospering in New Mexico, he has been sending large sums of money to Boston to square up his old accounts and that a great deal of it has been sequestered.

It is added, also, that at least some of the people who have been acting as his agents have converted the money to their own uses, and have steadily worked on the fears of Merrill to keep him not only away from Boston, where he might have learned the truth, but also to keep him sending sums to them, on the representation that they were applying it to the old debts and getting the indictments dismissed.

Mrs. Cohen Missing.

A dispatch from Boston, dated May 18, says:

The mysterious disappearance of Mrs. Sarah Cohen, complainant in the case against Moody Merrill, now held in New York on a charge of embezzlement and awaiting extradition papers from Boston, will probably result in his release.

All trace of Mrs. Cohen has been lost since a few days before Merrill's arrest. There is a belief that finding Merrill has made efforts to pay off his indebtedness to her, she has experienced a change of feeling toward the man whom she has followed so relentlessly for ten years.

District Attorney Stevens said today that without Mrs. Cohen's affidavit attached to the complaint, he could take no further action with a view to having Merrill brought to Boston, but Captain Dugan, of the police headquarters, was equally emphatic in declaring that Merrill would be brought to Boston to stand trial, without Mrs. Cohen's affidavit. How this is to be accomplished he declined to explain.

Meantime Merrill, through the Silver City, N. M., National bank, has assumed the offensive. He has begun suit to recover a portion of \$19,000 which it is contended he sent to an agent in this city to be used in settling some of his financial obligations. The bank's suit is based on two notes for \$3,000 and \$2,000, both overdue. It is said that other suits will follow.

It is alleged by those who have certain checks, drafts and letters that Merrill has sent to the city within five years \$19,000 to settle as many as possible of the claims against him. Among those supposed by him to have been benefited by these remittances was Mrs. Sarah Cohen, upon whose complaint he was indicted seven years ago. If Mrs. Cohen had received what was sent for her the chances are that Merrill would not have been arrested.

Before the requisition papers are signed Mrs. Cohen must make affidavit that the charges for embezzlement are true and that in presenting the charges she is not attempting to use District Attorney Stevens' office as a collection agency.

A new and modernized turntable has been put in at the Santa Fe round house in this city. It was used for the first time the other day.

"When Merrill understood the situation he said, to all intents and purposes, 'I did it,' and fled. Since then he has settled with the creditors as he could, and I am told he has settled every one of the claims against him, including the one for \$10,000 on which he was arrested here. The money,

ARIZONA TOWNS

WILLIAMS.

From the News.

John Morgan has accepted a position as guide at the Grand Canyon.

Mrs. May Frakforter, of Flagstaff, sister of Medauna Johnston and Kennedy, is in the city on a two weeks' visit.

John H. Page, who came in from the canyon reports that about eleven of the old employees of the Canyon Copper company have been put to work and the force is being increased as applicants show up.

Mrs. M. Salzman and Miss Hattie Barth left hurriedly last Saturday for Los Angeles in response to a message stating that Mrs. Nathan Barth was lying at the point of death. Later reports are that the estimable lady is rapidly recovering.

About a week since Mr. Esau Lamb scratched his left hand on a nail. Later blood poisoning set in and he was given considerable trouble, but he now states that all danger is passed and he hopes to soon have the use of that member.

J. P. Parker, while riding a mule at the cinder pit, was thrown to the ground by the animal, which had become suddenly unmanageable, and badly cut up about the face. Later he was brought to town and taken to the hospital, where Mr. Melick put in about three hours fixing up Parker's face.

Jacob Salzman, grand master of exchequer of the territorial Knights of Pythias, grand lodge, departed for Yuma to attend the meeting of that body. On Thursday the following officers were elected: Supreme representative, J. T. Dilling, Prescott; grand chancellor, G. M. Porter, Bisbee; vice grand chancellor, J. C. Evans, Globe; grand prelate, Joseph H. Cox, Morenci; grand master at arms, J. C. Pickards, Wilcox; grand inside guard, J. G. Kelley, Clifton; grand outside guard, C. C. Dyer, Yuma.

The little child of Mr. and Mrs. Harry Van Allen, which has been very ill at Ash Fork for several days, died of cholera infantum, aged 14 months and 10 days. Dr. Sawyer was called up from Prescott to consult with Dr. Tyroler, who had been attending the little sufferer, and everything possible within human power was done. The members of the Prescott lodge of Eagles sent up a beautiful floral tribute on Wednesday's train, in time for the funeral, which was conducted by Rev. John Oliver, of this city.

KINGMAN.

From the Miner.

Mrs. Wm. Sartori, of Williams, is visiting with friends in Kingman this week.

Mrs. Dr. J. B. Wallace has joined her husband at the Burro Creek mines and will probably remain there for the summer.

The young men of Kingman have organized a dancing club for the benefit of the young men who do not know how to dance.

Herbert Yoe, who has been with the surveying party on the Colorado river for the past six months, arrived in Kingman and has gone out to the camp of R. J. Holmes, near Acme.

Mr. and Mrs. E. G. Decker spent a day in the Wallapai mountains near the old American flag mine. They were delighted with the scenery and think it would be an ideal place to spend the hot months.

"Wallapai Charley" returned from Phoenix recently with the remains of Willie Ewing, the Indian boy who died at that place. The Indians hold a big cry around the depot on the arrival of the train with the remains, which was quite a sight to some of the tourists.

St. Charles brothers are doing good work on the Midnight mine, near Chloride, and are showing it to be one of the big copper gold properties of that section. The main shaft is at a depth of 200 feet, while many hundred feet of crosscuts and drifts have been run. Good ore has been exposed in nearly every opening.

It is believed that the dam across the Colorado river will be built above Parker at what is known as the Narrows. At this point the river is but two hundred feet wide with rocky walls on each side. At a height of one hundred feet above the present river level the width of the canyon is about six hundred feet. This great dam would be the means of reclaiming thousands of acres of the most fertile lands in Yuma county, and afford homes to more people than now inhabit the whole territory. The dam would back water up as far as Melien.

WINSLOW.

From the Mail.

L. Studer returned from a trip to California points and resumed work at the shops.

Mrs. Charles Flinn left for Albuquerque. She will visit her sisters, Mrs. S. K. White and Mrs. James A. Bell.

Mrs. Selva, of this place, and her sister in law, Mrs. Selva, of Albuquerque, have returned from San Francisco.

co, where they were in the German hospital.

James Castleman, who has the contract for doing the wood work on the new Woods block, has, with the assistance of Hon. W. A. Parr, put on a roof in his usual excellent manner. Bob Fenton, the brick and stone contractor, is now finishing up the elegant stone front, and Dick Higgins, the plumber, is putting on a tin roof that will defy the elements.

W. H. Cooley is surely rushing things on the new water line. His men are making the dirt fly and the pipe men are industrious also. In parts of the town the fire plugs are in and from present indications Mr. Cooley will not be long completing the work.

FLAGSTAFF.

From the Sun.

Prof. W. H. Russell, who has acted as principal of our high school for the past three terms, has been elected by the trustees of Yuma school district No. 1, as principal, to succeed Prof. B. F. McDonald, the present incumbent.

P. R. Weatherford left recently on a trip through the east. He will first go to Nashville, Tenn., where his daughter is attending school, and where his brother lives. He will visit the prominent cities of the east, and expects to be absent about six months.

Harry Cullinan, who has been quite ill with pneumonia, is now in the St. Joseph sanitarium, in Albuquerque. An operation was performed on him this week, by Dr. Cornish, and a gallon of pus was removed from his left lung. The doctor has every hope of his recovery, and Mr. Cullinan is much improved in health since the operation.

While here last week Collector of Customs Baker, of Nogales, together with Sheriff Johnson, visited the various Chinese restaurants and wash houses, and examined the certificates of the Mongolians. One was found without a certificate, and he was arrested and placed in jail. Wednesday Deputy United States Marshal Utting came after the Chinaman and took him to Prescott for examination. He was unlawfully in this country, and will be deported to China.

A colored man named Brown was arrested here recently by Deputy Sheriff Nobles, from Ash Fork, charged with stealing two calves from Babitt Bros. Brown had a shipment of cattle in his charge from Phoenix to this place, and at Ash Fork they were unloaded for shipment, and Brown sold two calves to a resident of that place for \$4 each. The transaction will probably land him in Yuma for a number of years.

HOLBROOK.

From the Argus.

W. H. Clark went to Winslow to attend to business matters.

Dr. and Mrs. J. S. Woolford left for their home in St. Johns. They went via Snowflake.

J. A. Beal, representative of the Albuquerque Citizen, was here looking after the interests of that valuable paper.

Tourists are learning that Holbrook is the best place to stop off when they wish to see the large petrified forest. A couple of carriages loaded with tourists left today to see nature's most wonderful work.

C. W. Crouse, Indian agent at White-river, came in from the east and left for his place of duty at Whiteriver. Mr. Crouse has been on an extended tour of the east, visiting nearly all of the Indian schools.

Leandro Sanchez, better known as "Chappo," died here the other night. He was going into the house when he dropped dead at the door. The cause was undoubtedly heart disease. Chappo had been a resident of this place for a long time and used to play the violin for the dances here. He was buried by the county.

Order of Railway Conductors.

The twenty-ninth biennial convention of the Order of Railway Conductors has closed at Pittsburg. At the session Monday the following grand officers were re-elected at increased salaries: Grand chief conductor, E. E. Clark, compensation increased from \$5,000 to \$6,000 per year; A. E. Garretson, assistant grand chief conductor, \$2,000 to \$3,000; W. J. Maxwell, secretary and treasurer, \$3,000 to \$3,500; C. H. Wilkins, grand senior conductor, \$2,000 to \$2,500, and L. E. Sheppard, grand junior conductor, \$2,000 to \$2,500.

At the session the amendments were all passed on third and final reading. The most important were on making the increase reserve fund unlimited, one reducing the term of eligibility service from 313 days to 156 days, one repealing the law providing for a permanent home for disabled members.

Edward Wilder of the treasurer's department of the Santa Fe was in the city last night between trains while en route to El Paso. He arrived here from the east in a private car attached to passenger train No. 7.

Grove's Tasteless Chill Tonic
has stood the test 25 years. Average Annual Sales over One and a Half